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BY FRANK P. MACLENNAN.

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THE FIRST PAPER IN KANSAS TO SE-THE FIRST PAPER IN KANSAS TO SE-cure the leased was service of the Associated Press; controls exclusively for Topeka the Full Day Service of this great organization for the collection of news. A telegraph operator in the STATE JOVENAL office is employed for the sole purpose of taking this report, which comes con-tinuously from 7:30 a. m. till 4:00 p. m. (with building of important news up to 8 p. m.) over a wire running into this office and used only for the day Associated Press business between the hours above named.

Report.

18 The STATE JOURNAL has a regular average Daily Local Circulation in Topeka of more than all other Capital City Dailies Combined, and Double that of its principal competitor—a very creditable morning news-

paper.

See Member of the American Newspaper Diblishers Association.
The State Journal Press Room is quipped with a Lighthing Web Perfecting rinting Press—the handsomest and fastest dece of printing machinery in the state.

Weather Indications. showers; probably followed by fair Sun-

day; winds shifting to southerly; warmer Wirm bananas selling at ten cents a

to walk out.

turn to Chicago.

Way the strikers should have such a decided aversion to milk trains above all others is something that needs explana-

have their way.

missing allogether.

think the strike is great fum.

about three feet of blood on the level to A. R. U. and kindred befor organizat of make what Mr. Debs would call violence. secure pleasures from members of the leg-

THE Christian Endervorers will hold their convention in spite of the strike, for arbitration tribunals in the statutes D. V. In this instance, however, the abbreviation probably means Debs willing.

and sheds is going on Secretary Osborn just to all concerned. * is probably the happiest man in the United States. Flame shooting is in just his

THE rioters in Chicago burn up same spirit of don't care and irresponsibility that children would start a bon-

Is Mr. Thomas Platt of New York doesn't goard his title of "me too" very carefully, Grand Master Workman Sovereign stands a good show to get it away from him.

GRANTING the points in the letters of Governor Altgeld and Governor Waite were well taken, the sources from whence they proceed are enough to cast | Being Worn by Law and Order People discredit on them.

THE conference committee on the tariff bill will probably be named today. This date is important to those who may desire to compute afterwards how long it was in session.

THE Oklahoma editors have been released from jail and will remain out probably until they have the audacity to criticise some most high and mighty
United States judge.

Stripes, as in the control of the silk flags this morning was the cause of a slight flurry

Even if George Gould's yacht was beaten Jim Corbett's baseball club is beating every town in England. It is gratifying to have some one uphold America's name abroad.

THE question at lasue in the strike doesn't seem to be so much whether Pullman shall restore wages as whether Mr. Debs' labor union shall swallow up all the other labor unions.

Some of the representatives in congress are preparing bills to prevent labor troubles in the future. There is this to be said in favor of congress, that when a large, massive brick structure falls on it it does wake up sometimes.

As an example of the way things go when they once get started wrong as they have this year, may be mentioned the fact that the worst trouble has occurred in the states having the craziest and most unreliable governors.

PERHAPS Judge Hallett may have been high handed in dealing with these later strike troubles, but when he said the state government of Colorado was composed of "imbeciles and anarchists" he stated something that it would be hard for Mr. Waite to disprove.

DON'T STRIKE, BUT VOIE.

The strike of the American Railway nion to compel George M. Pullman to arbitrate his differences with his employes, is in danger of ending in fire and blood. In this it resembles nearly every big railroad strike that has been seen in this country. No matter how just the demands of the strikers, or how temperate and law abiding they are in their actions, the mob element of the large cities takes advantage of their strike to at once begin rioting and plundering.

If the strike could be confined to the strikers themselves, perhaps no such scenes as those being witnessed in Chicago now would take place.

The public dislikes George M. Pullman and his methods fully as cordially as the A. R. U. He is an arrogant, unjust man, who, while he repeatedly cuts down the wages of his employes, refuses to lower their rents or water rates, and insists that his company shall pay just as large diviconds to the stockholders as in prosperous times.

For this, he meets with the universal denunciation of the people of this country. They have no sympathy to waste on him. There is not a fair minded man in this country who does not believe that Pullman ought to arbitrate this difficulty with his employes.

Arbitration between corporations and their employes is what an appeal to the courts is to individuals. It was the custom in mediaeval times when two men disagreed, that each arm himself and that they "fight it out," until one or the Washington, July 7 .-- Forecast until 8 p. m. Sunday: For Kansas -- Local other succumbed. Civilization has supplanted this barbarous and bloody custom with a judiclary system, so far as individuals are concerned.

But labor troubles are still left to be bunch in Mobile, it must be dangerous settled by mere brute force. It seems to us that it is high time in this so-called enlightened age that a system of arbi-MR. PULLMAN is only true to the first | tration be established by law for the setinstinct of nature when he refuses to re- tlement of differences between capital and labor.

The necessity of arbitration being admitted, is the strike the best method to secure arbitration? We think not Though the intentions of Mr. Debs and his associates may have been of It has been suggested that the office the best, we already see that of vice president be abulished. In re- the strike which he intended gard to all but the salary, it is practically | to be but a dignified withdrawal of the A. R. U. men from their tasks, has got CHICAGO now has 3,300 policemen. If beyond his control. Blood is being shed they are all like those of New York it is being destroyed. Certainly, Mr. might be cheaper to let the strikers Debs didn't intend that this should happen. But now he is nowerless to prevent CHICAGO was just a little behind with it. It is an insurrection which must be the periodical World's fact fire this time stopped by the government. The pribut managed to get around without many objects of the A. it U. are commentally. It is an organization of our best saffrond seen which can account dan THE cattle, and hogs and sheep, that great good if it will proceed in the fight have had their lives prolonged by the direction. But is this steller the right blockade at the Chicago stock yards, method to server strain attor. Is not political action much safer and severy Arbeiration, we bolieve, will never be Is this is a "peaceful" strike, as Mr. brought about by strikes but it carries Debs said it would be, it would take prought about by legislation. Let the stature and of congress to work and vonfor the moorporation of an act prov I'm of the states and United States, and it will be a matter of but a few years be-WHILE all this burning of freight cars | fore they will secure a law that will be

Let us have no more of strikes with their attendant incendiarism and blood-

THE words of Marshal Israel of Denlong lines of freight cars with the ver that he will "engage only men that will fight, whether they be horse thieves, hoboes or thugs," sound just like Governor Waite, and yet the latter takes exception to them. In any case the words were uncalled for and outrageous in an

> THE trouble with Governor Altgeld appears to be that he doesn't think enough attention is paid to him.

THE LITTLE U. S. FLAGS

in Topeka. Charles K. Holliday has organized a new order, to be known as the Order of American citizens. Any one is eligible to it who is opposed to anarchy, com-munism and mob-lawlessness. All those who join are presented by Mr. Holliday with a small silk American flag, 1 by 2 inches, which he pins on the lapel of the patriot's coat. Mr. Holliday found plenty of men willing to wear the stars and stripes, as Mr. Holliday says the move-

in the camp of the white ribbon people, as it was understood to mean opposition to the strike. Ed Wagener, United States commissioner, and others who are wearing the flags, say they are not em-blematical of opposition to the strike. They simply mean that the wearer is not in sympathy with the lawless do-ings of the Chicago rioters who are not believed to be railroad men at all. This explanation eased the A. R. U. mind so much that its members and sympathizers have also adopted the flag, and are wearing them under their white rib-bons to show that while they believe the railroad strike is all right they do not sympathize with the Chicago anarchists who are doing so much that is injuring

Tours in the Hocky Mountains. The "Scenic Line of the World," the Denver & Rio Grande railroad, offers to tourists in Colorado, Utah and New Mexico the choicest resorts, and to the trans-confluental traveler the grandest scenery. Double daily train service with through Pullman sleepers and tourists' cars between Denver and San Francisco and Los Angeles. For descriptive pamphlets address S. K. Hooper, general passenger agent, Denver, Colo.

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Getting Ready to Make a Great Navy-Our Noted Navy Yards - Interesting Relies of Historic Conflicts-The Life of a Warship-Patriotic Pride.

[Special Correspondence.]
WASHINGTON, July 5.—The navy yard

is one of the stock sights of Washington. The correspondent puts in a day there soon after his assignment here and as a rule never goes near it again. The average congressman visits it once for his own sake and occasionally thereafter to show it to visiting constituents. The visitors who really enjoy it are the tourists from the great interior, nine out of ten of whom never saw an ocean vessel in their lives or a cannon larger than the ordinary fieldpiece which country towns utilize for the Fourth of July and other patriotic occasions. And how they do enjoy it! The little receiving ship and its neatly uniformed recruits fill them with admiration. They swell with pride over the captured can-



GATEWAY TO THE NAVY YARD. non, look with curiosity on the guns ranged to illustrate the progress of the place Feb. 2, 1893. country and are speechless with astonishment at the wonderful machinery which bores out the rifled cannon-machinery which seems to move so easily and yet requires so many thousands of

Penderous Stillness. The ride to the navy yard is quite a pleasure in itself. The cable line on Pennsylvania avenue turns south on East Eighth street and terminates at the entrance to the yard. The visitor is at first charmed with the magnificent gateway which looks monolithic, but is not, and is really awed by the sentinel, who is impressive in blue and white and stands as stiffly as if he had swallowed one of the rammers. The general of the British frigate Rota and wounded silence about the place is almost oppressive. The rules governing the yard. amount to quite a code, and in addition to stringent regulations against loud. talk or swearing or unnecessary noise there is a plicit in ruction to every one on duty to hold no conversation whatever somet in the line of duty. Even in most of the workshops there is compared by little noise, everything and in March, 1899, Senator Voorhees running with what might be called a of the committee on the library offered ponderous smoothness. The one exception is in the great hall where the rifled cannon are manufactured. It is the nature of man to respect power whether in the machine or the human being, and I know of no other place where everything seems to move with such re-

sistless forca. Overhead the great tram car, with its monster tentacles of iron hoops and clamps and girder loops, moves backward and forward with an energy which seems as if it were beyond control, and yet the engineer who sits in the iron cage attached can stop or start it with a touch of his finger. I shall not weary the reader by describing the long guns of steel and nickel, weighing ever so many tons, which are so easily raised and lowered by the machinery of this tram car, nor the great augers, if I may call them such, which bore out the guns, seeming to move with the most gentle persuasiveness and yet tearing off the delicate shavings of steel and nickel with a power which really fascinates the beholder. Nor shall I attempt a description of the process for various reasons. It would take me at least three months to master the subject and probably another month to put it into simple English, after which the ordinary reader would require three menths or so to understand it, by which time some of as would be dead or prostrated with brain fag.

Uncle Sam's Navy Yards. The noted navy yards and stations are at Norfolk, Brooklyn, Mare island, near San Francisco; League island, near Philadelphia; Portsmouth, N. H.; Boston, New London, Conn.; Port Royal, S. C., and Seattle, the last three being regarded as mere naval stations. There are a training ship and torpedo station at Newport, R. I., and minor establishments elsewhere. The Naval War college at Newport, R. L, was formally opened a few weeks ago by Assistant Secretary of the Navy William McAdoo. The general result of all the work done at all these places and in the various shipyards is thus summed up by Mr. McAdoo at the close of the fiscal year 1894: "The United States, while it does not possess a great navy in the number of its ships, has within its limits colossal plants, both public and private, and great armies of skilled workmen, led by contractors, designers and inventors of marked ability. It is therefore essentially and substantially capable of national defense, and, if need be, of offense, operations." The general summary of every naval report of this year is that we are just ready to make a great navy and to make it quickly.

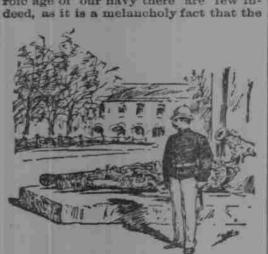
History is taught at this navy yard by object lessons, and the lessons are fascinating indeed. First is the progress in ordnance making shown by the old guns ranged in their order from the oldest pieces hammered out by the blacksmiths of colonial times and coming down or up through all the changes wrought by the Revolution, the second

the old guns look like mere unwieldly lumps of metal, bearing a ludicrous resemblance to the toy guns which boys sometimes manufacture of lead on the Irishman's principle—"take a hole and pour the lead around it." The old mortars which fired hot shot into the cities of the Barbary coast look like big kettles with somewhat raised sides, and to the ordinary civilian eye it would seem impossible to give any designed direction to a shot from one of them. The Algerines had captured various pieces from the French and Spaniards in the century before we went to war with them, and it was our good fortune to capture some of those pieces, which are here to excite the pride of visitors. The queer old inscriptions on them can still be ciphered and indicate that one was regarded as a terror to the foe, another a destroyer, and so on.

Historic Matters. Every avenue and square in the yard bears a historic name. The first avenue is named for Rear Admiral John A. Dahlgren, the second for Commodore Lewis Warrington of the war of 1812, the third for Commodore Charles Morris of the same war, the fourth for the immortal Commodore Hull, and so on. The list of commandants of the yard is also full of interest. The first appointee, Captain Thomas Tingey, took the place Jan. 22, 1800, held it 29 years and died in office. A melancholy interest attaches to the record of Captain Beverly Kennon, who was appointed by the first President Harrison, and two years later was killed by the bursting of the Peacemaker on the Princeton at the time when two members of the cabinet and various other persons were killed. The sixteenth commandant was Captain Franklin Buchanan, appointed in May, 1859, who went south when the civil war began and became famous in the Confederate navy. Rear Admiral Dahlgren was the twenty-second and died in office in 1870. The present commandant, Captain J. A. Howell, is the thirty-third and took the

A Hero's Suber. Our navý department is rich in relics and memorials of many kinds, but the only ones kept at this yard are the old gens mentioned. By somebody's awkwardness the United States failed to become the owner of one very interesting relic, which was, however, a few weeks ago presented to the Annapolis Naval academy, and that is doubtless as well. This is the famous battle saber of Captain Samuel Chester Reid, who commanded the brig-of-war General Armstrong and won the astonishing victory at Fayal, Azores, in September, 1814. With this saber Captain Reid, in a hand to hand fight, killed the first lieutenant several others. The blood of that combat was never washed off the saber and is still slightly visible. At the ball given to Lafayette in New York in 1824 Captain Reid were this sword for the last time, it is believed, after which it was laid away as a precious memorial. His son, Colonel Samuel C. Reid, tendered it as a free gift to the United States, a joint resolution providing for the acceptance of the sword and the striking of a memorial gold medal to be presented to the son. The latter part of the resolution was opposed so vigorously that the matter was delayed some three years, when Colonel Reid grew indignant and withdrew the offer. A year later he presented it to the academy. It is the judgment of our naval historians that the injury inflicted on the British forces at Fayal resulted in such delay that they did not reach New Orleans till after General Jackson had had time to prepare for them. Otherwise, says Cooper, it is likely the city would have fallen without a blow and possibly the whole history of the west have been

Life of a Ship. Of the floating memorials of the heroic age of our navy there are few in-



SOME ANCIENT ORDNANCE. life of a ship, so to speak, is generally

very short. The old sailing frigate Portsmouth is still affoat as a training ship, with a crew composed mostly of apprentice boys. With her black hull low in the water and square gun ports for the old style battery and high masts, she is an oddity indeed among our modern ships. Yet naval men here say that with none of these modern improvements and obliged to trust to wind and tide the old wooden vessel is still almost as comfortable as any of the new ones, for there is no smoke or dirt from engines and boilers, and in warm weather her decks are much cooler than those of a steamer. The Constellation after many years' service as a practice ship has gone to Newport as a receiving ship, where she will be roofed in, and her high masts, which made her for years the fastest sailing warship in the world, will be seen no more. The once famous Jamestown now lies at Hampton Roads dismasted and dismantled as a floating quarantine hospital. As to the often sung and celebrated Constitution, everybody knows that, like a famous old warhorse or race horse, she is kept for the good she has done and to gratify American pride and sentimentthat most honorable pride in the nation's past, without which no nation can have an honorable future. J. H. BEADLE.

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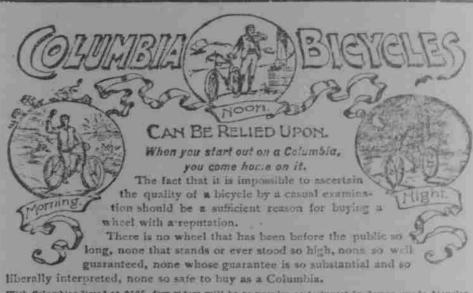
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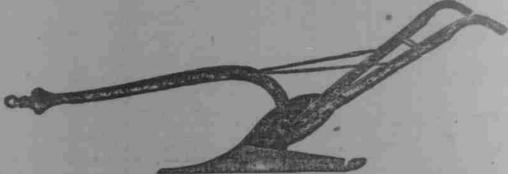
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